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The INTERNATIONAL TEAMSTER



Official Magazine

THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS • CHAUFFEURS • WAREHOUSEMEN & HELPERS OF AMERICA

Let's Draft Our Money, Too

By LESTER M. HUNT

As World War II was coming to an end, this magazine urged the government not to immediately demobilize the armed forces. We pointed out that peace would merely usher in another phase of a world emergency; with Russia and the United States as the two great powers.

We said that, to impress Russia, we needed the military strength to face her as an equal or superior. We said that if we disarmed we would be surrendering world control to Russia.

It took no great foresight to say those things. They were obvious to us and they should have been obvious to our political and military leaders.

Maybe they were. But what did they do about it?

Nothing! They played politics to "bring the boys home."

Democrats and Republicans fell all over themselves to make the mamas happy and get the votes of the demobilized veterans.

So we disarmed. Every time we put another army division on paper, the Russians became bolder. The weaker we became, the louder we shouted. The Russians were not alarmed. They kept moving forward.

The red shadow of the Russian bear fell across the world while Congress talked of tax reduction and forged chains to fetter American labor.

Every American who raised his voice in protest was branded as a Communist. Congress went barking after Communists where there were no Communists.

And the big bear marched on.

Congress thought we could stop the march of Communism in Europe with a few cans of noodle soup. It even quibbled about the cost of the soup.

Now we are face to face with the crisis of which this magazine warned years ago. Russia is dominating the world. She has contempt for weakness. We have become weak.

Two possibilities are before us. We can continue to wring our hands and let Russia take over. Or we can recreate our military forces and speak with the harsh voice of authority which Russia understands.

In an election year, we have little confidence in a Congress that has proven itself to be faithless and fearful.

We may flounder into a war through the incompetence of our elected leaders. We cannot avoid a war by tax reduction and a ruthless campaign against liberalism in the United States.

We can avoid a war if we are willing to spend the money necessary to arm ourselves and see that the burden of defense is not borne by those who fought the last war, and shirked by those who became rich and fat on that disaster.

Let us, by all means, draft our manpower to escape another catastrophe. But let us also draft our money. If we are to put our boys back in uniform, let us also put our corporations under the same military discipline. It's a world crisis we have to win—not a national election.

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CHAUFFEURS . . . WAREHOUSEMEN AND HELPERS

Vol. XLV

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Part of Taft Act Unconstitutional

Federal Judge Throws Out Charges of Political Activity

ONE section of the Taft-Hartley Act muzzling labor during political campaigns was declared unconstitutional by a federal district court in Washington last month.

The decision by Judge Ben Moore resulted from criminal charges filed against President Philip Murray of the CIO for his activity in behalf of Edward A. Garmatz, elected to Congress in a special election in Baltimore last July.

The Teamsters were involved in the same case because they, too, campaigned actively for Mr. Garmatz. Had the charges against Mr. Murray been sustained, it is probable that similar charges would have been filed against President George Willinger of Local No. 557 and other officials of the Teamsters' Union in Baltimore.

Judge Moore ruled that Section 304 of the Taft-Hartley Act is clearly unconstitutional.

"Judged by its plain terms, the statute on its face fails to survive the constitutional test," he declared.

Judge Moore cited the First Amendment to the federal constitution as protecting not only the rights of labor papers, but in addition to that, the right of the people "to be informed of the views represented by conflicting interests and opinions.

"How are they going to get such information concerning the views of laboring men and women if that organization in and through which such persons are united in a common purpose is forbidden to publish any views whatever?" Judge Moore demanded.

The decision of the federal jurist will be taken at once to the supreme court by the National Labor Relations Board

for review. Until the supreme court has ruled, the question remains in doubt.

But labor leaders were jubilant over the decision, declaring it to be completely consistent with the provisions of the constitution and hailing it as the first nail in the coffin of totalitarian legislation.

From the outset, labor has bitterly assailed Section 304.

This section declares it unlawful for "any labor organization to make a contribution or expenditure in connection with any election at which presidential and vice-presidential electors or a senator or representative are to be voted for, or in connection with any primary election or political convention or caucus held to select candidates for any of the foregoing offices, or for any candidate, political committee or any other person to accept or receive any contribution prohibited by this section."

The section provides a fine of not more than \$5,000 as a penalty for any corporation or labor organization violating it.

For individuals the law specifies a fine up to \$1,000 and a year in prison or both for "every officer of any labor organization who consents to any contribution or expenditure by the labor organization in violation of this section."

As interpreted by Senator Taft, the law prevented THE INTERNATIONAL TEAMSTER from informing the members of this union of the hostile or favorable voting records of senators and congressmen during a political campaign.

Taft was challenged on the Senate floor by Senator Warren G. Magnuson of Washington state when the law came up for final action last June.

Senator Magnuson mentioned THE INTERNATIONAL TEAMSTER specifically and inquired if the law would prevent it from advising Teamsters who their friends and enemies were in the coming congressional election.

Taft said that it would gag this publication. He said that because THE INTERNATIONAL TEAMSTER is financed by union funds, the fact that it mentioned favorably or unfavorably any candidate could be construed as an "expenditure" by a labor organization "in connection with" an election.

One of the most important purposes of this magazine is to inform its readers of political conspiracies against labor

and to fight the persons engaged in such conspiracies.

Evidently it has been effective. It must have made men like Taft squirm because Taft wrote a law which would prevent us from irritating him any more.

When this country has reached the place where a public official can prevent anyone from criticizing his political policies or mentioning his political actions, it will be in a very dangerous predicament. There will be no free speech and the constitution would be swept into the gutter if Taft and his associates ever have their way.

They won't have their way with men like Judge Moore on the federal bench.

Vets Get Another Chance on Insurance

If you are one of the 9,800,000 foolish veterans of World War II who let their government life insurance policies lapse, you have another chance to correct your mistake, according to Regional Director Francis D. Brosnan of the Veterans' Administration.

The time has been extended to July 31 for both term and permanent policies. Term policies may be reinstated upon written application accompanied

by two monthly payments and satisfactory evidence of good health.

Permanent policies may be reinstated by payment of all back premiums with interest. No medical examination is necessary.

This is the best and cheapest insurance a man can have. It is open to veterans only. Your government owes it to you, and you owe it to your families. July 31 is the deadline.

Teamsters to Assist Again in Cancer Drive

International headquarters has informed the American Cancer Society that the Teamsters' Union will again assist in this year's campaign, starting April 1, to raise \$16,000,000 to check the disease.

In response to a letter from Director Lawton B. Wolfe of the Cancer Society, Thomas E. Flynn, executive assistant to President Tobin, suggested that field representatives of the society contact

local Teamster unions. This has been highly successful in the past, particularly through the cooperation of the unions and the employers in the dairy industry.

Mr. Flynn said that the most effective method of reaching the public was through the sales drivers' unions distributing literature to the homes, as perfected in past years under the direction of President Tobin.

Printers were the first to start a national labor organization. Their first convention was held in New York in December, 1850.

Senator Murray Blasts Ball Report

Four Members of "Watchdog Committee" Issue Own Report

FOUR members of the "watchdog committee" on the Taft-Hartley Act have issued a minority report blasting the findings of Chairman Joseph H. Ball.

Senator Ball reported that the Taft-Hartley Act is having excellent results and that no serious labor problem has arisen for which the law does not have a remedy.

The minority report denies this and claims the majority report was merely a maneuver to justify the enactment of the law.

Preparing the report were Senators James E. Murray of Montana and Claude Pepper of Florida, and Congressmen John Lesinski of Michigan and Augustine B. Kelley of Pennsylvania.

The committee attacked the Ball report on four points:

1. That it failed to mention the problems caused by the outlawing of the closed shop.
2. That it "summarily dismissed" the problem of bootleg contracts containing provisions banned by the Taft-Hartley Act. This action, the minority said, was inexcusable.
3. That it ignored the serious question of administration created by the requirement for union shop elections.
4. That it likewise ignored the huge waste of money caused by the necessity for thousands of union shop elections.

In a letter to President Tobin, Senator Murray said:

"The minority members of the committee were kept in the dark concerning

the nature of the forthcoming report until we received committee prints already in final printed form, and were given only one day in which to approve or disapprove it.

"I immediately got in touch with the other three minority members whose views on Taft-Hartley are similar to my own, and we decided on a minority statement to reach the press at the same time as the majority report, and follow that up with a minority report as soon as one could be written.

"Fortunately for us, the Public Affairs Institute had been organized and had on its staff an expert who had been following Taft-Hartley experience as his chief responsibility. The Institute was asked to make him available, and under his direction the material has been assembled for the statement we made public and for the minority report which we are now preparing.

"When the minority report is ready, I trust you will distribute it widely to your membership. For that purpose, will you let me know how many copies you can use?"

This is an extremely valuable report and should be used widely by local unions during their current educational campaigns.

Any local union desiring copies should address Senator Murray at the Senate Office Building in Washington, D. C., and advise him how many copies of the report it needs.

It would be a fine idea to put this report in the hands of every member of this union.

A worker making \$45 a week in 1946 paid approximately \$700, or one-third of his income, in various types of hidden and open taxation.

Local No. 804 Beats CIO in N. Y.

Teamsters Win Election for 1,000 Warehousemen

By DAVID KAPLAN

DESPITE a frantic personal letter from President Philip Murray of the CIO to each employee by air mail, personal appeals by President Samuel Wolchok, of the CIO Retail, Wholesale and Department Store Union and a heavy mobilization of CIO business agents and organizers, Local No. 804 of the Teamsters' Union overwhelmingly defeated Local 1-A of Wolchok's union in the National Labor Relations Board election involving the warehouse employees of R. H. Macy & Co. in New York City on March 9.

The initial result of this election will be the addition of close to 1,000 fine warehouse workers to the ranks of the International Brotherhood of Teamsters. But this is only the first link in a chain of results which is expected to follow if the campaign to organize department store warehouse workers into the Teamsters is vigorously continued. There are many thousands of other warehouse workers in this field who desire and need the type of organization and leadership the Teamster movement can give them.

The department store employees, including employees of department store warehouses in the New York area, are largely controlled by Communists who have dominance over the CIO local unions now operating in this field.

The Teamster drive will aid these workers in ridding themselves of this unwelcome influence now exercised over them both openly and secretly.

The spectacular success of Local No. 804 in the NLRB election did not come about just by itself; it was the result of

a carefully planned and vigorously executed campaign. Three months of hard preparatory work went on before the election, and culminated in an intensive vote-getting drive on the day of election.

The CIO fought desperately every inch of the way to maintain their hold over the Macy warehouse employees. They issued leaflet after leaflet vilifying the Teamsters and the officials of Local No. 804.

They held mass meetings addressed by prominent officials of other CIO unions. They circularized every employee of the Macy warehouse with personal letters.

This action had to be met with similar efforts on the part of Local No. 804 in the form of leaflets, letters and meetings. On the day of the election, election committees had to be alerted.

Automobiles were hired to bring those who were eligible to vote but who, for various reasons, were not at work that day, to the ballot box.

A sound truck was engaged from which Local No. 804 officials made their appeal to the Macy warehouse employees to vote for the Teamsters.

Local No. 804 received full approval of its drive beforehand from Joint Council No. 16 and received the active support of John O'Rourke, president of the council.

The executive board of the International and General President Tobin enthusiastically endorsed the campaign and voted the backing of the International Union.

This type of cooperation paid off in victory. The election results were as fol-

lows: Out of 820 ballots cast, 474 were for Local No. 804, 344 for the CIO; one ballot was void and one ballot was cast for "no union."

This solitary "no union" vote out of 820 ballots is an eloquent answer to the Taft-Hartley Act supporters who claim to be in doubt whether American workers would voluntarily choose unions to represent them in collective bargaining.

It is pleasant to report that the 344 employees who voted for the CIO are showing their good sense and good sportsmanship by applying for membership in Local No. 804, and some of their

most active workers immediately joined Local No. 804's drive for a 100 per cent union shop by energetically circulating petitions for another NLRB election, made necessary by the Taft-Hartley law, to empower Local No. 804 to negotiate a union shop contract.

Needless to say, we expect in the very near future that every employee of the R. H. Macy warehouse in New York City will be deriving dividends from their new affiliation through a contract to be negotiated that will bring them benefits in wages, working conditions and employment security.

Tennessee Editor Also Thanks Illinois Driver

From Maryville, Tenn., comes an interesting reaction to an article in our last month's issue. It is from Mrs. Elizabeth H. Greer, editor of *The Maryville Enterprise*. She says:

"In your March edition I saw an article containing a letter of thanks to an 'unknown truck driver in Illinois' from a Texas Negro.

"The writer of the letter might like to know that for almost 20 years my husband, brother and myself have carried a grateful memory of a Negro gentleman—and I do mean gentleman—who was a good Samaritan for us.

"We were driving down the Florida Coast to Miami and through what was in those days a deserted wasteland. Our gas gauge was not very accurate and we drove with perfect assurance that we could reach our destination on the supply.

"It was growing dark when the motor gave a cough or two and quit. Several cars passed us and gave derisive hoots. Finally we remembered seeing a filling station some miles back. The two men managed to turn the car and started pushing it north toward the station.

"After we had gone about half a mile, along came a Negro man in an old Ford coupe. He stopped and asked if he could help. He ended by pushing us for almost four miles to the filling station. At the end of the trip he refused to take payment. He said, 'I might need help myself some time.'

"I will add my thanks to the good Samaritan truck driver, for, in a sense, he repaid an obligation for me that I have never had a chance to do."

Lawrence, Mass., Wins Wage Increase

President Timothy H. O'Neil of Local No. 477 of Lawrence, Mass., reports a new contract with fine wage increases.

The contract was with the same group of employers involved in the Boston strike. The employers chose Boston for

their battleground and when they lost there, they settled in Lawrence without a fight. Thus Local No. 477 benefited from the fight put up by Local No. 25. The Lawrence local cooperated fully with the Boston local during the strike.

Strike Caused by Strikebreakers

General Ice Cream Moves Against Hartford Local

SOMETHING new in anti-union technique was tried by the General Ice Cream Corporation in Hartford, Conn., last month.

The company imported strikebreakers from surrounding states before there was a strike. And, as the company undoubtedly realized, the appearance of the strikebreakers caused a strike.

Thus Local No. 536 of Hartford was plunged into a bitter fight by the action of the General Ice Cream Corporation, a subsidiary of National Dairies.

Secretary-Treasurer Henry Dauphinais of Local No. 536 reported that the contract with the Bryant & Chapman and I. G. Miller plants expired on January 31.

Bryant & Chapman is the retail dairy of General Ice Cream while I. G. Miller is the wholesale outlet in Hartford.

The union began negotiations for a five-day week, to which the company refused to yield, pleading poverty.

R. J. Nugent, treasurer of General Ice Cream, came in from New York to handle the negotiations personally. He negotiated by refusing to budge.

Local No. 536 took a strike vote after several weeks of fruitless conversation, and empowered its negotiating committee to exercise it in the judgment of the committee.

Without waiting for the strike to occur, General Ice Cream moved 50 of its employees into Hartford from dairies in other cities and on March 1 sent them out on the routes with the drivers of Local No. 536.

The idea was to get the strangers familiar with the Hartford routes.

The 50 strikebreakers did not appear

in a body, but were filtered onto the milk trucks one at a time as the Local No. 536 drivers left the dairy at various times.

Thus each Hartford driver who had a stranger on his truck believed he was the only one to have company. And the driver believed the plausible story that an employee of the company was merely making a check on operations.

It was not until the milk trucks began returning to the dairy that it was discovered that more than half the routes had outside men on them.

Infuriated by the company action, Local No. 536 put its strike vote into effect the following day. Otherwise they would have been forced to train strikebreakers for their jobs and when the strikebreakers had learned the routes, the regular men were certain they would have been fired.

When the Local No. 536 men walked off the job, the company sent out its strikebreakers with three men on a truck. The reception they received from the customers was not favorable. In fact, hundreds of them cancelled their orders on the spot and sent the strikebreakers away with red ears, burning from such epithets as "rats" and "scabs."

The morale of the strikebreakers sank and many of them muttered about throwing up their jobs.

At this point Nugent forgot his poverty and became very generous.

On March 5 he issued an amazing letter to his strikebreakers, promising a lousy bonus to soothe their spirits.

The company could not afford a five-day week for its men, even after pocket-

ing the huge profits of every-other-day delivery. But it could shovel out the money to its strikebreakers, all of them already drawing salaries from the company in other cities and states.

On the letterhead of the General Ice Cream Corporation, the letter said:

"To all Executives, Supervisors, Salesmen, Office Men and Others:

"We all appreciate the wonderful job each of you is doing. While money was not a consideration, and we know that your fine spirit was prompted by your desire to help the company, we feel that you should receive additional compensation for the time you have been away from your homes.

"When you return to your plant, please let your manager know how many days you have been away on this job, including the traveling time. He will be instructed to pay you, in addition to your regular salary, \$15 for each day. Also turn in your expense account for any of your own money spent, for which you were not reimbursed. Deduct from such total expenses any advances received.

"If you have spoiled any shoes or clothing, they will be replaced at company expense at your request.

"The company is proud of, and grateful to, each one of you.

R. J. NUGENT."

After this manifestation of brotherly love, Nugent was mightily pleased with himself and became still tougher with the union, largely to impress an under-

study who accompanied him to negotiations and who, Nugent said, will subsequently handle labor relations for the corporation.

Nugent's best offer two weeks after the strike had occurred was to take back all but 50 of the strikers under the old conditions and retain all the strikebreakers the company wanted to keep.

He evidently thought he had the union licked. The insulting offer was promptly and unanimously rejected by the strikers.

Secretary-Treasurer Joseph P. Cleary of Local No. 145 of Bridgeport, Conn., was sent in by his union to assist Mr. Dauphinais and is making his headquarters in Hartford for the duration of the strike.

Secretary-Treasurer James Boothroyd of Local No. 671 of Hartford, the general trucking local, is also cooperating closely, as is the International Union.

At the last report the company was operating at about 25 per cent of normal. It couldn't afford to put its men on a five-day week, but it can spend thousands of dollars to break the union.

And, in the opinion of Mr. Dauphinais, that is exactly what the General Ice Cream Corporation has in mind. If it can break the union in Hartford, it can then get tough in other localities.

Maybe Nugent will get a pay raise and a five-day week himself.

Teamster Local Wins Decision Over Jergens

Walter Winchell had a scoop for his broadcast last month but he didn't use it. Local No. 598 of Los Angeles had a "blessed event." It was a unanimous decision of the NLRB ordering Winchell's sponsor, the Andrew Jergens Company, to bargain with the union, thus ending two years of stalling by the company.

Winchell has "lotions of love" for everybody but the employees of his sponsor. He claims Jergens does not censor his broadcasts. Then why didn't he use that item? He gets all lathered up over things far less important. Maybe it wasn't "news." The Jergens workers don't have "soft, smooth, romantic hands" like Winchell's.

St. Paul Teamsters Recognized

Daily Newspaper Devotes Full Page to Activities

THANKS to the *St. Paul Pioneer Press*, the Teamsters of that city are better known and understood throughout the state of Minnesota.

This newspaper recently devoted an entire page of its Sunday magazine to the Teamsters, with liberal illustrations picturing the building owned by the union.

One photograph showed the large modern kitchen where meals are served for social programs as well as for relief during strikes.

Kenneth Crouse, widely recognized as a labor writer, was the author of the article, which received nation-wide circulation.

Its caption was — "The Men Who Keep the City Wheels Rolling."

Although the St. Paul Teamsters were greatly pleased at the recognition given them, the article by Mr. Crouse proved to be a steadying influence on labor relations, according to Joseph R. Okoneski, secretary-treasurer of Local No.

120 and recording secretary of Joint Council No. 34.

"The Teamsters of St. Paul have always tried to settle their differences without strikes or hard feelings," Mr. Okoneski said.

"Many of the employers know this and have cooperated with us. But the general public did not know it. Every time anyone criticized labor, the Teamsters bore the brunt of the criticism.

"Since Mr. Crouse's article appeared, we have noted a better understanding on the part of the public and an appreciation that we are citizens, property owners and taxpayers interested not only in our own welfare but that of the city as a whole.

"We have received letters from all over the country since the *Pioneer Press* officially introduced us to the people of Minnesota. The article did us a lot of good and we acknowledge it with thanks."

It follows:

By KENNETH CROUSE
In the St. Paul Pioneer Press

The wheels of St. Paul are moved by the 7,100 members of the Teamsters' Union, who do more to deliver the goods for their employers than any other group of workers.

Actually, there is little teaming any more. When founders named the organization and chose its insignia — two horses' heads atop a wheel—they failed to realize how dim the future was for the horse. But, through the truck and the part it plays in community life, the union is perhaps the most powerful of labor organizations.

A description of the Teamsters tends toward superlatives; they make up the largest single union membership in the city, although split into nine locals. Biggest of these locals is General Drivers No. 120, whose 3,300 average membership accounts for nearly half the total.

Another distinction held by Local No. 120 is that its members are probably the most rugged, for they come from the ranks of transfer drivers, over-the-road drivers, building material drivers and other such muscle-building lines.

Get 400 to 500 of them in the meeting hall on the second floor of their headquarters at 345 University Avenue and the job of presiding is decidedly not one for a cookie-pusher.

Parliamentary law may be all right for the local ladies' aid society, but when a good argument breaks out at a meeting of 120's membership the ability to talk their own language is worth more than all the rule books wrapped into one.

Meeting this requirement is Gordon Conklin, president of the local since 1942. Conklin has the appearance of a successful business man, but worked behind the wheel of a truck until his election as president. So he knows his way around.

The General Drivers have seven paid officers, including Conklin, who are elected annually. They deal with 700 employers covered by 16 contracts. The local is financed out of \$2 a month dues from each member.

It owns its headquarters building and has five lots across the street on University Avenue where perhaps some day it will erect a Teamster building capable of housing all such unions in the city.

Its present quarters include offices and a kitchen on the ground floor, a large meeting hall on the second, and a combination meeting hall-dance floor and bar in the basement. The kitchen is used for social events as well as providing food for members in case of a strike.

Front of the building had to be cut back when University Avenue was widened, so now there is a new brick front fastened onto the older structure. Heavy vibration once caused this front to loosen, but the drivers had little ground for complaint, for the vibration either came from trucks cruising along University Avenue or, as one officer suggests, from the meetings on the second floor.

The union sponsors baseball, football and bowling teams for its members. It has baseball trophies from the city league for 1942, 1943 and 1945. As a contribution to the welfare of all citizens, it gave an iron lung to Ancker Hospital in 1941, a portable X-ray to the Children's Hospital in 1943 and additional equipment to Ancker in the recent polio epidemic.

Although 120 is now the giant of the Teamster movement, it has not always been so. Its charter was granted in 1903 but the local went under in the anti-union drive following the First World War.

That left only the Milk Drivers and the Ice Drivers surviving. Local No. 120 remained dormant until 1932. Since then it has been a spearhead in building the Teamsters up to their present powerful position.

In addition to the General Drivers, the Milk Drivers and the Ice and Coal Drivers, other locals in St. Paul are the Laundry, Linen and Dry Cleaning Drivers; the Bakery, Yeast, Tea and Coffee Drivers; the Warehouse employees; the Gas and Oil Drivers; the Brewery and Beverage Drivers and the Individual Truck Owners.

Activities of these nine locals, together with eight locals in southern Minnesota, are coordinated through a Teamsters' joint council. In addition to St. Paul membership, the council represents 1,400 outside members. These are in locals at Red Wing, Mankato, Waseca, Austin, Winona, Albert Lea, Rochester and Worthington. Jurisdiction of the council is roughly south of a line drawn straight west from St. Paul.

In addition to being president of Local No. 120 and a vice president of the Minnesota Federation of Labor, Conklin is president of Teamsters' Joint Council No. 34. He is now in his third

term in the council post, having served in 1944, 1945 and 1947. Secretary-treasurer of the group is Edward C. Esboldt of the Bakery Drivers.

When it comes to council operations, size of the affiliated locals make no difference in voting procedure. Each is entitled to seven votes for the seven officers of the local, whether the local has 50 members or 500.

Although best known as just the "Teamsters" or the "Drivers," the full name of the union is the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America. In some areas that word "helper" knows practically no bounds.

In St. Paul, however, organization has been restricted to drivers and warehousemen.

We Should License Pedestrians

By JACK KEEFE

In the Northwest Teamster

THERE are no statistics on how long a life those pedestrians have who cross streets with the head-down technique. Apparently they live a long time because their number seems to be increasing. Or maybe they teach others the practice at night schools.

It must be a blissful way of solving street-crossing problems at busy intersections, but it is hard on motorists. We have seen drivers helplessly talking to themselves while waiting for a woman to pick her way across the street against the lights, all the time scanning the icy pavement.

With this kind of pedestrians as obstacles, it is possible a motorist will be stopped indefinitely at a crossing.

After waiting for the soil-inspecting type of pedestrian to get across the street against the traffic signals, a driver we saw impatiently put his car in gear. The wheels spun on the ice, the car making no headway. By the time he calmed down, started the car slowly in gear, the lights changed. We thought we saw the air get purple around the car.

A truck driver who watched with us the antics of pedestrians pointed to a

crowd edging off the sidewalk while waiting for the lights to change.

The edging crowd stopped three cars, even though the green light was on for the cars.

"That's what slows up traffic," he said. "People edge out and against the lights. People on foot don't seem to understand you can't drive a truck through a lane hardly wide enough to accommodate a bicycle."

We saw a lot of law-abiding pedestrians, too. But as a group the teenagers seem to be most foolhardy. Teenagers in a group went across the street in a whirl, pushing, stumbling, giggling, and finally on a dead run the last half of the way against the traffic lights.

The truck driver who must cross intersections all day long, five or six days a week, is the most under-rated skilled person in the world.

Your \$20,000 business executive would chuck his salary if he had to face the fright of killing heedless pedestrians eight hours a day. Watch pedestrians a few minutes in the Minneapolis loop on weekdays and you'll agree our auto license law is wrong. We ought to license pedestrians.

More than 60 large U. S. companies have been found guilty in government anti-trust suits of taking part in foreign cartels.

Pittsburgh Official is Honored

Safety Committee Commends Bakery Business Agent

IN RECOGNITION of his outstanding work for traffic safety, Business Agent Henry J. Rectenwald of Bakery Drivers' Local No. 485 of Pittsburgh was presented with a portable radio by the Pittsburgh Better Traffic Committee on March 4.

The award came at the concluding session of a five weeks' safety course instituted by City Traffic Engineer Don McNeil and sponsored by Joint Council No. 40 and the employer groups with which the Teamsters have contracts.

The safety program was known as the Commercial Drivers' Conference and its purpose was to thoroughly acquaint the drivers of all commercial vehicles with Pittsburgh traffic laws and impress on them the importance of safe driving.

William H. Tappe, secretary-treasurer of Local No. 485, expressed the gratification of his organization for the recognition given Mr. Rectenwald, whose efforts were largely responsible for the keen interest displayed in the conference by the bakery drivers.

The program consisted of five weekly meetings at each of which a prominent speaker stressed some phase of traffic safety.

One of the speakers was Frank Tobin of Washington, D. C., head of the International statistical department and a member of the National Safety Committee appointed by President Truman.

The presentation to Mr. Rectenwald

was made by Karl E. Baur, general manager of the Liberty Baking Company, representing the Pittsburgh Better Traffic Committee.

Mr. Tappe was high in his praise of the membership of Local No. 485, who, despite early working hours and weather conditions, had the biggest weekly turnout of any Pittsburgh local affiliated with the joint council, he reported.

He declared this large attendance was due to the cooperation of the employers in the bakery industry, who provided an incentive for their drivers to attend.

As worthy of particular mention among the employers, Mr. Tappe selected Mr. Baur, Kenneth P. Day of Grennan's Bakery, E. Braun of the Braun Baking Company, Charles McCormick of Baur Brothers Bakery and Mr. Walsh of the Colonial Biscuit Company.

The International Union warmly indorses such traffic safety programs as inaugurated by Mr. McNeil for the City of Pittsburgh. As men who spend most of their time on the streets and highways, commercial drivers are the greatest beneficiaries of safe driving.

The International also commends the unions of Pittsburgh for participating in this program and the bakery drivers who followed the example of Mr. Rectenwald to cooperate so heartily.

Because of their interest, members of Local No. 485 may enjoy a longer and a safer life.

The issues confronting labor today are much bigger than just defeating congressmen who voted for the Taft-Hartley Act. It is to save liberal, democratic government for Americans. If it fails here, it will fail everywhere on earth; and the world will face the dreary and inevitable prospect of a war for domination by our own and the Red reactionaries.

—St. Louis Labor Tribune.

High Prices Bring Crash Nearer

February Price Break Was Actually a Storm Warning

By BORIS SHISHKIN
In the American Federationist

TO SAY that the price of food has been the pace-setter of the rising cost of living since the end of the war is to repeat what every housewife knows only too well. By mid-January, 1948, the grocer's cash register rang up \$2.10 as the price of the same amount of food that used to cost \$1 before the war.

Price tags along the retail food counters in January were mirroring the unbridled gallop of prices of raw foods on our commodity markets.

The Chicago grain pit and other commodity markets were not subject to legal curbs on speculation of the kind imposed upon the stock exchange as the result of the 1929 crash.

Encouraged by the reports of poor crops, both here and abroad, spurred by their greed for quick cash profit, the commodity traders kept whooping it up, bidding the prices to higher and higher levels. Grains led the way. Meat and dairy products followed.

On Monday, January 12, trading at peak prices was in full swing on the grain exchange. Old records were once more broken. New records once again were set. But as the week wore on, prices became more hesitant.

At the end of the week some of the commodities actually registered small declines. For two and a half weeks grain prices continued to slip—but only slightly. On February 4, they went into a skid. For a whole week, from February 4 to 11, grains, and after them other food commodities, kept going down.

In just one week the price of a bushel of corn in the Kansas City market

dropped from \$2.57 to \$1.98; a bushel of wheat from \$2.87 to \$2.34. Livestock prices followed suit in a few days. At the Chicago stockyards steers dropped from \$29.75 to \$26.75 for 100 pounds, and hogs from \$26.88 to \$23.88 for 100 pounds.

Newspaper headlines heralding the sharp break in commodity markets stressed the anticipated effect of this decline on living costs.

In fact, so much emphasis was laid in news stories on the expected reduction in the cost of living that the man in the street was almost forced to believe that the cost of living had already gone down. But the price-conscious housewife patrolling the grocery markets could find little, if any, evidence that the longed-for decline in food prices was a reality.

Retail food prices hit the peak in mid-January of this year. By mid-February, the average of food prices receded from this peak by about 4 per cent. Price decreases were spotty, not general.

While fresh pork, lard, bacon and eggs went down appreciably, these reductions were partly offset by increases in fresh fruits and vegetables. Summing up the findings of its telegraphic survey of what happened to food prices between the middle of January and February 17, the Bureau of Labor Statistics put it this way:

"Even in foods, which have declined on the average, the important declines have centered in a few foodstuffs while others have been only slightly affected and some have even increased. Price

cuts have differed widely in different stores.

"Many grocers have apparently cut prices on selected items before they themselves have received the benefit of lower wholesale costs. Whether these cuts are maintained or extended depends largely on the extent to which the drop in primary market prices is reflected in lower wholesale costs of foods in local markets."

This decline had little effect on food prices and the cost of living.

At the end of the month food commodities fluctuated irregularly, but showed a definite tendency to recoup some of the declines.

Grains were creeping up again on the Chicago Board of Trade. By March 2 the price of corn climbed back to \$2.34, regaining 36 cents of the 59-cent decline which had taken place between February 4 and 11.

Wheat prices also recouped much of the decline which had reached a low point in mid-February. Cotton, which had fallen to about 31 cents a pound, once more rose to 34 cents. In the meantime, substantial increases in meat prices were widely expected, with new records looked for in the spring and summer months.

Nor was there much indication that the limited decline in grains and allied food commodities would be followed by declines in the prices of other goods.

"In fact," said the B. L. S., "latest reports from manufacturers indicate a continued rise into February in the prices of such commodities as coal and petroleum, lumber and cement, woolen goods and steel products."

A quick look at cost of living items other than food is enough to make it clear that a general decline in the cost of living is not yet in the offing.

Rents have been rising steadily since

the rent control law was weakened by Congress last June. Since that time, rents have been rising persistently at the ominous rate of 1 per cent a month. The stopgap extension of the existing law will certainly not check this trend. What is even more serious is that the proposals for a new law now before Congress are bound to weaken rent control further.

If these proposals are adopted, as now seems likely, a large increase in rents will be imminent. It is well to bear in mind that newly built rental homes, no longer subject to rent ceilings, are renting at 70 per cent above the comparable existing units.

Fuel has also been going up. It is fashionable to blame the rise on labor, as is done quite universally in the case of coal.

The truth is that coal operators lost no time in taking advantage of the July, 1947, wage agreement with the miners to boost coal prices far beyond the increased labor cost due to improved wages.

As the result of last summer's wage contract, the labor cost per ton of coal was raised, on the average, 24 cents. Yet, since last May, coal has gone up more than \$2 per ton at retail.

Utilities are also on the rise. Gas and electric rates have shown an increase and there has been a rise in the telephone rates across the country.

Clothing does not promise any substantial reductions. The price of wool and woolen fabrics has been rising, with the expectation that woolen clothing prices will go up another notch.

While the price of raw cotton has shown a decline, not much of it is likely to be reflected in the price of cotton apparel, unless consumer resistance to high prices becomes more marked. Strong buyers' resistance has forced a

decline in leather hides. But the prospect for a general decline in clothing prices seems far from immediate.

Consumer durable goods have been coming in fuller supply and becoming more competitive. But a death blow to any hope for lower prices was dealt on February 19, when, as if by prearranged signal, all the major steel producers of the country raised the price of semi-finished steel products by \$5 a ton.

Such a substantial increase in the price of the nation's most important basic commodity is bound to raise prices on many consumer goods. This is especially distressing in the light of the lack of economic justification for such an increase.

We know that 1947 profits of the U. S. Steel Corporation totalled \$153 million, or 73 per cent above 1946, while Republic Steel and Jones & Laughlin Steel reported their last year's profits to be double those of the previous year.

The break in commodity prices in February cannot be dismissed as a trifling matter. It brought into the open far-reaching distortions in our price structure, enhanced by speculation. But this break was not "it." It did not mark the beginning of the end of the inflationary price boom.

Above everything else, this break was a storm warning. It was the first rumble which should alert Congress and the people against the destructiveness of the crash which is bound to come, and come soon, if inflationary forces are not promptly brought in check.

When you consider the future of prices in the months immediately ahead, don't forget the price record of the recent past.

Remember that, while the cost of living rose 70 per cent since August, 1939, half of this rise took place since June, 1946, when Senator Robert A. Taft succeeded in wrecking price control.

Remember also that, after the commodity price break which took place in February, all the commodity prices were still much higher than they had been a year ago.

Remember that the food commodity price decline did not visibly reduce the total living cost for the average family, even temporarily.

And remember, above all, that while it is now very late, it is still not too late to take affirmative measures which would curb inflation in time to prevent the destruction of full employment and full production, which every American wants to sustain.

Detroit Teamsters Earn Thanks of City

Detroit Teamsters have contributed \$17,037.71 to the March of Dimes. The large contribution was made possible by the wholehearted support of Joint Council of Teamsters No. 43, sparked by International Trustee James R. Hoffa.

A letter from Chairman Nate S. Shapero congratulated the Teamsters for their "spectacular success."

As soon as the March of Dimes campaign was over, the Teamsters of Detroit were called on to assist in the

cancer and Red Cross drives, to both of which they responded with enthusiasm.

"Drives of this kind take a large part of our time and effort," Mr. Hoffa remarked to the International. "But the Detroit Teamsters have a profound sense of civic consciousness. They respond to any worthy cause for the benefit of their city.

"I am proud of them, and so are the citizens of Detroit."

Kenosha Drivers Building Homes

Members of Local No. 95 Buy 240 Acres of Farm Land

MEMBERS of Local No. 95 of Kenosha, Wis., have taken direct action to provide themselves with housing in defiance of the real estate interests.

They have organized a cooperative association, bought 240 acres of land and will erect houses and engage in general farming, according to Recording Secretary Harold Johnson of Local No. 95.

This is not an official undertaking of the union. Drivers employed by Nash Motors have organized it, but they are all members of Local No. 95 and the union is keenly interested in the project.

It may form a pattern for additional cooperative movements as recommended by the American Federation of Labor as the best way to beat high prices.

Presidential Candidates Taft and Stassen have said that the remedy for high food prices is simply to eat less food. It doesn't make Taft and Stassen hungry. But the Kenosha Teamsters don't like to be hungry. They think the solution to high food prices is more food and they intend to raise it themselves.

On their tract of land they also plan to set up a restaurant and a filling station, the profits to go into the cooperative for subsequent distribution to the members.

A grocery store and a produce market are also planned.

A large part of the tract will be reserved for general farming and another part for homes. The members will construct the homes, raise the crops and market them.

Men working on the farm will be paid for their work by the cooperative out of the profits coming from its operation.

The homes will be largely of brick and stone of attractive design.

Jake Minch has been elected president of the cooperative with Victor Zanio as vice president. Applications for shares have greatly exceeded the space available for homes. Membership is being limited to the number the project can accommodate without reducing its general farming area below the standard required for profitable operation.

Officials of the Nash company have encouraged the plan, realizing that the better conditions under which their employees live, the better employees they are.

One of the most active company supporters is Charles McWilliams, head of the transport division of Nash Motors. He assisted the Teamsters in acquiring the property and in the legal details of organizing the association.

The project was given extensive publicity in the *Kenosha Evening News* and the *Milwaukee Journal*.

"There has been a terrific housing shortage in Kenosha," Mr. Johnson declared. "There seemed to be no remedy for it. Now some of our drivers have found a remedy and I hope that their example will show the way to others. If the real estate interests won't build houses, we'll have to build them ourselves."

The fate of the MacArthur boom for President was decided when the Hearst papers took it up. No living man could ever get anywhere near the White House with a handicap like that.—Dolores (Colo.) Star.

General Fleming Urges Safe Driving

Asks All Teamsters to Cooperate in Safety Program

By MAJOR GENERAL PHILIP B. FLEMING

Administrator, Federal Works Agency, and General Chairman of the President's Highway Safety Conference, before the Eighth Annual Meeting of the Southern Conference of Teamsters

IT is always a pleasure for me to address a gathering of union men, and this conference is a particularly happy occasion. It is also a very appropriate occasion because I want to talk with you about traffic safety.

Beginning with the Federal-Aid Road Act of 1916, the government began to assist the states in building highways, and the present federal-aid highway network is the result.

Such cooperation is much closer and more far-reaching today and recent legislation has included urban highways in the federal-aid program. The latter is a wholly new departure in highway legislation. It promises a great deal in the way of urban redevelopment and long range city planning.

The new legislation also provided substantially for the construction of a federal-aid system of secondary or farm-to-market roads. These roads are not main trucking routes, but they are the branch lines over which loads for truckers are assembled.

The Public Roads Administration also plays a part in the construction of vital international highway links, including the Alaska Highway and the Inter-American Highway from Laredo, Texas, through Mexico and the six Central American Republics to Panama City, Panama. PRA is rehabilitating the highways in the Philippine Islands and at present has a mission in Turkey as an important part of this government program to assist Turkey to strengthen itself.

Now to get back to safety: I began by saying that this is a very appropriate occasion to discuss traffic safety.

Where else could one find a better audience than among members of the International Teamsters' Union — men whose job it is to travel our highways in good weather and bad. Yes, I am very glad to see you. And, if I may speak frankly, some of you are here, alive and hearty, who might have been missing if the accident rate on our highways had continued at the fearful peak established early in 1946, because the unsafe driver often takes others into eternity with himself.

If you remember, in the opening months of that year automobile fatalities had reached a level which threatened to make 1946 the most disastrous and deadly in our motoring history. Many feared that traffic deaths would pass the previous peak of 37,500 recorded in 1941.

That grim prospect provided the backdrop for President Truman's first Conference on Highway Safety, held in Washington May 8, 9 and 10, 1946. The President called together the governors, mayors of the larger cities, legislators, engineers, judges, educators, traffic officials and other outstanding citizens. Some 2,000 delegates responded.

They did not meet simply to deplore the tragedies that were unfolding so endlessly on our streets and highways. They gathered there in the determination to curb this senseless slaughter. True to its mission, the conference adopted an Ac-

tion Program which deserves to be called a Design for Living. It contained recommendations aimed squarely at the toughest phases of this many-sided problem.

Engineers, for example, showed how safer highways could be built. Lawyers stressed the importance of uniform traffic regulations. Judges and police officials listed the best techniques for traffic law enforcement. Educators drafted a program for teaching safety in the schools.

At the closing session of the conference the delegates heard this heartening prediction:

"If we all work together, in three years' time we can bring the traffic fatality rate down from 12 to 6 deaths per 100 million vehicle miles, and that would mean an annual saving of 19,000 lives, 650,000 injuries, and well over a billion dollars in annual loss from property damage."

Armed with that hope, the 2,000 delegates took the Action Program back to their home communities, back to the states and cities where the real fight for safety must always be carried on. They believed in their program and they knew that the initial response would be favorable.

I am not going to trace each step that has been taken since that historic conference in May, 1946. But I do want to remind you that some important gains have been made. Gains which prove the fundamental soundness and workability of the Action Program.

When that program was still on paper, the national traffic fatality rate was above 12. A year later, when the second conference met in Washington, it stood at 9.8. A sign of substantial progress.

If I were talking to a different audience, I would be tempted to personalize those figures, to put in human terms

what this saving of life means. I would be tempted to enlist your sympathy for the broken lives and stricken homes that lie behind each traffic fatality.

But you men who travel our highways day in and day out know this picture intimately, for you see it unfold on every street and highway. As a matter of fact, I doubt if any other large organization is closer to this problem or better equipped to aid in its solution.

While I do not know all that you are doing to combat accidents, I am familiar with some of the fine safety material that L. B. Stanford has been running in the *Southern Teamster*. I also know how much weight a union man gives to what he reads in his union paper. It would be hard to find a more potent safety medium than the pages of the *Southern Teamster* and THE INTERNATIONAL TEAMSTER, on which Les Hunt does such an excellent job.

As I wrote Mr. Stanford, the issue of November 12 first came to my attention because it referred to my testimony favoring a 75-cents-an-hour minimum wage. Then I discovered that splendid article entitled "Night Courtesy on the Highway Saves Lives."

Not so long ago a good many motorists dreaded meeting trucks on the highway. Time and experience have changed all that. Today pleasure drivers know that they can count on truck drivers for courtesy and assistance. I think all of us can recall such instances.

Why is it, I wonder, that some people forget their good manners when they get behind the steering wheel of a car? Do they also forget that reckless driving is just another name for bad manners? As a matter of fact, about half of our highway accidents can be traced to bad manners.

That term also applies to reckless walking.

I shall have more to say about the part the Teamsters can play in this safety picture, but first let me go back to that 1947 highway safety conference—the second conference. The agenda included a careful survey of progress state by state, and this review furnished an excellent check-up on the value and practicality of the Action Program.

One especially significant fact has emerged. The national average fatality rate stood at 9.8, but within this over-all figure were state rates ranging from as low as 4.8 to a high of 16.5. Moreover, the delegates learned that those states which had most faithfully carried out the Action Program showed the lowest accident records.

There will be no national conference in 1948. The states will lack the stimulus of a national meeting. This means that unless active leadership is developed and sustained in every state, the Action Program is in danger of losing its force.

The states can't afford to let that happen—and you can't afford to let it happen, either.

Now, and in the months ahead, responsibility for implementing the Action Program rests squarely upon the several states. Fortunately many of them have well developed programs designed to bring together existing state and local governmental agencies charged with highway traffic control and safety responsibilities. This kind of coordination is essential to any really effective action in the field of highway traffic control and safety.

I do not want to burden you with an array of figures, but here are some facts that every motorist should take to heart. The wartime lag in road construction has left us with about 80,000 miles of state-maintained roads that need rebuilding. Approximately 14,000 miles

of two-lane primary highways are carrying four-lane traffic volumes.

With an estimated 37 million motor vehicles registered last year, the prospect is 50 million within a very few years. Truck registrations are climbing even faster. They rose from 4,859,000 in 1941 to about 6,500,000 in 1947. Though figures on the volume of truck travel last year are incomplete, they indicate an increase of nearly 16 per cent over 1946.

Beyond a doubt, the situation calls for bold planning, and the close cooperation of all road building agencies, including city, county, state and federal authorities. Actually, impressive highway programs are under way and we are attacking our highway problems on a broader front than ever before.

That is one great merit of the Federal-Aid Highway Act of 1944—it requires highway planning on a nationwide basis. Most of you will recall that earlier legislation, with minor exceptions, provided federal assistance only for the development of rural highways comprising the federal-aid system. The new legislation clearly recognizes the need for improved city links in the federal-aid system and for the construction of adequate secondary or farm-to-market roads to supplement the primary federal-aid system.

Some states, notably California, are taking steps to assure long-term financial support to a program of highway improvement.

All in all, the outlook for better roads is promising—but it does demand teamwork on a truly national scale and at every level of governmental activity.

It is this fact which gives such importance to the State Officials' National Highway Safety Committee and the program they are emphasizing for 1948.

Until the President's conference met,

our campaigns for traffic safety were not unlike guerilla warfare. Here and there brilliant battles were waged against accidents, but there was no united effort. We had not really focused our attention on the problem. Today a veritable safety army is in the making.

Let us be sure that our safety battalions in every state and in every community speak the same language.

There is no better way to accomplish this than to support the official program put forward by the committee.

Take safety education, for example. A few states already have accomplished enough to show clearly the goal that can and must be reached.

Proper equipment, trained teachers, and text materials should be made available so that competent instruction in driving will be offered through the schools to every individual before he begins to operate a motor vehicle. With about two million youngsters and new drivers taking the wheel each year, this phase of traffic safety will need continuing and widespread attention.

We also need to give more attention to school bus standards, including driver standards and school bus patrols. We need teachers who are better equipped to teach traffic safety and we need better methods of teaching.

When it comes to traffic law enforcement, our police agencies generally are short-handed. In some cases the standards of personnel should be improved and training made more adequate. We know, too, that traffic court organization and administration are open to improvement.

No discussion of traffic safety can afford to overlook the very real problem of motor vehicle administration. As all of you know, this centers on sound driver licensing and it is not an easy thing to handle. Here are some of the

requirements for good administration:

Classification of driver licenses, with a different examination for each type of vehicle to be operated.

Restricted licenses for the physically handicapped.

Re-examination of drivers who are prone to accidents.

Suspension and revocation of licenses for operators with bad driving records.

To meet these requirements, driver examiners should get specialized training comparable to that given police at Northwestern University Traffic Institute and to traffic engineers at Yale University's Bureau of Highway Traffic, and to teachers at the Center for Safety Education at New York University.

These and many other desirable goals were marked for immediate action by the President's Highway Safety Conference. The State Officials' National Committee stands ready to help states and communities at every step along the route.

So far so good, but some of you may be wondering just where the Teamsters' Union fits into this rather elaborate picture. What can you do, as an organization and as individuals, to promote traffic safety?

First of all, this great union can and should participate more fully in every phase of safety work. Find out what is being done in your state and your community. Check these efforts against the Action Program that has been recommended. I am sure that your organization will find plenty of opportunities for further action.

As individuals you share the same responsibility that confronts every motorist — to exercise eternal vigilance. And because you are professionals in the very best sense of the word you have a constant duty to champion the cause of

safety and courtesy on our highways. You are well equipped for that task.

I am sure that your own experience fully indorses that conclusion. Unless

I mistake the spirit and purpose of this conference and the delegates assembled here, the Teamsters' Union will reinforce it throughout the States in '48.

San Francisco Truck Driver Wins Award

Henry Gasper of Local No. 85, San Francisco, has won an award for skidding his truck!

He did so to save the life of a child. And his employer, Armour's, rewarded him with 5,000 points in the Armour drivers' safety program and gave a dinner in his honor in South San Francisco, attended by all the drivers of the company.

Several months ago Mr. Gasper was driving his heavy truck through Los Gatos when a child ran directly into his path. He had a split second to make a decision. He made it. He jammed on his brakes and sent the truck into a perilous skid.

The child escaped. A witness wrote the Armour company headquarters in Chicago and the company acted promptly. The award of 5,000 points gives him several prizes, in addition to the plaudits of his employers.

Another member of Local No. 85, who asked that his name be withheld, wrote the International about the incident.

"I want you to know that Local No. 85 has many safe and courteous drivers," he wrote. "A fellow driving a rig nowadays has to keep his eyes open. I am proud Brother Gasper is a member of Local No. 85, and mighty proud to be myself."

Oregon Driver Sacrifices Life to Save Others

A member of Local No. 162 in Portland, Ore., deliberately drove his truck and trailer into an embankment on February 23 to avoid crashing head-on into a stream of traffic.

He saved the lives of several motorists, but sacrificed his own. Quentin P. Knight, the father of six small children, was the truck driver. He was killed instantly as his heavy rig crashed off the highway into an embankment on Highway No. 99 in California.

Clifford I. Boyum, a relief driver and member of Local No. 162, escaped with minor injuries.

As recounted in the *Oregon Teamster*, Knight's truck went out of con-

trol as it descended a steep grade. Unable to slow down the rig, Knight guided it down the four-lane highway.

"Suddenly the highway narrowed to two lanes because of construction work in progress," the *Oregon Teamster* reported. "Faced with the choice of ploughing into a stream of autos coming from the opposite direction or turning off the side of the road, Mr. Knight chose the latter course."

His truck crashed with terrific force against a stone abutment. Mr. Knight died instantly. The motorists were saved.

That was the way Brother Knight wanted it.

To "buy union" for a short time is a boost for unionism and all that it stands for in the way of fair wages and good working conditions, but far better is to "buy union" steadily and consistently, all through the year.—San Francisco Labor Clarion.

Second Pittsburgh Paper Appears

Local No. 926 Publishes Automotive News Bulletin

ANOTHER Teamster paper makes its bow. It is the *Automotive News Bulletin*, published by Local No. 926 of Pittsburgh, whose membership comprises chauffeurs and parts and garage employees.

The last previous addition to the Teamster press announced in the March issue of this publication was also a Pittsburgh paper, *The 249 Teamster*, put out by the big general local.

Like its sister paper, the *Automotive News Bulletin* is edited with a professional touch and contains much of interest to the members.

Also like its sister, the *Automotive News Bulletin* opened fire on the Taft-Hartley Act and conducted a campaign for the registration of its membership so that the union can roll out its full strength at the polls on November 2.

The March issue of the *Automotive News Bulletin* places much of the responsibility for hostile legislation on the shoulders of union men themselves, pointing out that in the congressional election of 1946, only a 30 per cent vote was cast.

In other words, labor stayed home and its enemies captured Congress and enacted the Taft-Hartley Act.

To stimulate attendance at union meetings, each issue of the paper carries a coupon which is good for a ticket on a prize at the next general meeting.

In its March issue, the *Automotive News Bulletin* reported a meeting of shop stewards at which Secretary-Treasurer Daniel DeGregory scored negligent stewards and declared that the progress of the union depended on the efficiency of these key men.

"The steady march of progress of our local cannot continue if some of the stewards shirk their duties," he said. "If they are not interested, they should be big enough to move out of the picture and make room for someone else.

"Uninterrupted progress is vital; not so much to the officers, but to the organization as a whole. It can only be continued when we take into consideration measures that are logical, just and fair to everyone."

Mr. DeGregory emphasized that stewards should keep themselves informed on all union activities so they would be in position to advise members on problems arising on the job, as well as to the reasons for requests made by the union office for information necessary for proper functioning of the local.

Declaring his disappointment that some stewards have not fully cooperated with the officers in the effort to improve the thinking of the members as a whole, Mr. DeGregory continued:

"Local No. 926 is not a hit and run operation. It is strictly a going business and is operated on a legitimate basis for the benefit of all—not any particular individual or group.

"If stewards are to serve their union properly they must accept the fact that their first responsibility is to build the morale of the members so that a united effort can be made for further improvement in their labor-management relationship. There is nothing more demoralizing in a union than a negligent shop steward. Shop stewards who look the other way when contract violations occur not only defeat the whole purpose of collective bargaining, but weaken the structure of their organization."

Old Age Benefits Insufficient

Congress Fails to Protect Workers Under Social Security

By OLIVER HOYEM

WORKERS too old to earn a living will not get enough in federal old-age pensions to insure any adequate measure of security and self respect.

Since the Social Security Act became effective 11 years ago, nothing has been done to increase the benefits to those originally covered under the act or to extend coverage to the millions of persons excluded from social security benefits.

Monthly old-age benefits actually paid to retired men and women workers up to June 30, 1947, averaged \$19.19. Ten dollars a month is the least you can be paid. Yet, if you paid premiums on a salary of \$100 for four years, your benefit will be only \$10.40 a month. The maximum for individuals who retire next January 1 is \$44.80. A wife over 65 and children under 18 will get you extra benefits, but the absolute top for all is \$85.

Under present living costs, these benefits are pitifully small. The tax still stands at 1 per cent. The original plan, as written into the act, was to increase the tax to 2½ per cent in 1946, 1947 and 1948 and to 3 per cent in 1949, and to increase monthly benefits proportionately. But year after year Congress has voted to defer increasing taxes and benefits. Labor has been unable to overcome the pressures of employers who do not want the tax increased.

Similarly, Congress has not acted to

extend coverage to the 25,000,000 voters not covered by the act. They include farmers, farm workers, business and professional people, household workers, state and government employees, federal civilian employees, members of the armed services, citizens engaged in service outside the United States, and employees of charitable, educational and religious institutions.

On the contrary, strong efforts are being made to undermine the act. The House has just passed the Gearhart bill to cut off from the benefits of the act from 500,000 to 750,000 employees and their dependents now covered by the act. They are so-called "outside workers"—salesmen and others working on a commission basis or under contract. President Truman vetoed a similar bill last summer, saying it "proceeds in a direction which is exactly opposed to the one our nation should pursue."

Evidently neither the President nor a few union spokesmen have been able to put Congress on the right track. That job must be done among the voters in each congressional district, in each precinct. The time has come for local union leaders to organize the persons not now covered by social security into a unit that will insist that the senators and congressmen for whom they will vote must pledge themselves to carry out the social security program charted 11 years ago.

Whom do you think Congress was protecting when it put that provision in the Taft-Hartley law forbidding you or your elected official from using space in your journal for the purpose of fighting congressmen and senators when they are up for re-election? Some say Congress was protecting you from your union leaders. What do YOU think?

—International Moulders' and Foundry Workers' Journal.

Oil Monopolies Squander National Resource

When the Supreme Court rules against a monopoly, the monopoly doesn't take it lying down.

Witness S. 1988, proposed by 20 senators to annul a Supreme Court decision of last June that the federal government had control of oil under the ocean off the coast of California.

The oil interests cracked the whip and 20 senators jumped. The oil interests earned more last year than the average for all industry in a banner year for the corporations.

But they are not satisfied. They want to make still more, even though the American oil reserves have been squandered so that only nine years' supply remains.

The nation faces a grave emergency. Instead of taking only tideland oil, the government should protect the country by taking rigid control over *all* oil resources.

Will Congress listen to 160 million people, or to 20 senators who speak for the oil trust?

Can a Truck Driver Grow a Beard?

May a self respecting truck driver grow a beard?

Well, according to reports from London, truck drivers there differ from management on this point. The workers of a brewery in Bedfordshire went on strike because management objected to a bearded truck driver.

The man had bet a friend 10 shillings and two gallons of beer that he could grow a full beard by Easter.

Management contended that the

driver's stubby face was a disgrace to the company, suspended him from driving his truck, and transferred him to an inside job which pays less.

His fellow workers support him on the grounds that once the beard is fully grown it will look all right.

This is where the case rests. The question solved itself to everyone's satisfaction by Easter. Instead of grass, hair grew over the dispute.—*Michigan Teamster*.

Suspended Member Puts Touch on Other Locals

Henry E. Taylor, a suspended member of Local No. 956 of Kansas City, has been contacting other locals around the country to obtain money, according to Secretary-Treasurer Charles Crane.

Taylor has been under suspension since last October but several secretary-

treasurers have failed to note how far his book is in arrears and have advanced him money, Mr. Crane says.

They wrote Local No. 956 after they had given him the money. It would have been better if they had contacted Kansas City first.

GREEDY REALTORS DEMAND STILL HIGHER RENT

The real estate lobbies will be damned before they'll stop the pressure for higher rents. They weakened rent control last year and they want to end it completely now. One newspaper tells of a typical case where the upstairs family in a two-family house pays the rent ceiling of \$45, while the downstairs family hands over \$130 a month for its "uncontrolled twin." The real estate lobby wants \$130 for upstairs as well.—*The Catering Industry Employee*.

Big Steel Squeezes Competitors

Senator Demands Action to Stop Growth of Monopoly

By SENATOR JOSEPH C. O'MAHONEY
In the Trainman News

FRIENDS of free enterprise—and there are many, and they know no party lines—received conclusive evidence, in the recent congressional hearing on the steel price increase, that Congress must act without delay if it desires to prevent monopolistic regimentation of the American economy.

The testimony of President Fairless of United States Steel, and of President Homer of Bethlehem Steel, unwittingly, but nevertheless clearly, revealed the attack which is now being made by concentrated industry upon competition.

Defending themselves against the accusation that by the price increase they were promoting inflation, they sought to show that prices had been raised on only semi-finished steel which they said constituted only an unimportant fraction of steel output, and which, therefore, could not be inflationary.

The facts which I put in the record by questions addressed to the witnesses and by quotations from the trade journals of the oil and steel industry demonstrate that prices had in fact been raised not only on semi-finished steel, but upon many other steel products, which will definitely increase costs for the farmer and the city dweller.

The really significant revelation, however, was that the increased price of semi-finished steel is merely the opening gun in a new movement by the biggest units in the industry to drive the independents out of business.

Semi-finished steel, upon which the steel magnates admit they raised prices, is the raw material used by non-integrat-

ed (independent) companies in turning out the finished products from wire and nails to pipe and tubing and structural steel used by all the people of the country.

By increasing the cost of this raw material, United States Steel and Bethlehem have set the stage for the eventual acquisition of their non-integrated competitors. On July 10, 1946, *Iron Age*, one of the leading trade journals of the iron and steel industry, published in its column "Newsfront" the following paragraph:

"With emphasis in the steel industry on increased finished capacity for flat-rolled products, the chances of extra semi-finished steel being sold in the open market are getting slimmer and slimmer. This means that non-integrated makers will find their source of raw material for finished flat-rolled products contracting toward zero over the next few years."

This prediction, made only a few months ago, is borne out by the price boost. The big steel companies have expended little or nothing in expanding their capacity to produce steel ingots, but whatever they have expended has been concentrated in the expansion of their finishing mills.

In other words, they have built much capacity to turn out the finished products which their independent customers have manufactured from semi-finished steel. The price increase was a warning signal to the little fellows that the big units are moving in.

United States Steel, Bethlehem and six other corporate units own 79 per cent

of the total ingot capacity of the United States. Expansion of the finishing facilities of these big units promotes concentration, and concentration destroys competition.

This was demonstrated in the recent congressional hearing when the president of Bethlehem Steel told the senators and representatives that Bethlehem increased the price of its semi-finished products only because United States Steel had done so. When I asked Mr. Homer whether his company had made a special study of costs before announcing the increase, his answer was in the negative.

Since the hearing, I have received a letter from a national association of metal manufacturers reporting that on February 12, United States Steel had announced a new schedule of higher "extra" prices on all carbon steels, and that another steel company, one of the big eight, Jones & Laughlin, immediately fell in line and, without making any announcement of an increase, began to bill its customers at the higher price ordained by United States Steel.

In other words, when United States Steel acts, the others follow. All this the steel industry calls competition. I call it monopoly. Competition is not fostered by uniform price increases. That's the way monopoly is established.

How perfectly indefensible it is in the present situation when inflation has driven the cost of living up is illustrated by a report in the March Economic Letter of the National City Bank of New York.

This report shows that 36 corporations engaged in the iron and steel industry had a net income after taxes in 1947 of \$409,478,000, as against a net income of \$259,712,000 the year before.

That was an increase *after taxes* of 57.7 per cent. Identical prices and identical price raises created these profit gains.

The great danger of economic concentration and extortionate profit as illustrated in the case of the steel industry is emphasized by the fact that all the big banks of New York City are represented upon the board of directors of United States Steel. The dominant factors of the steel industry are guided by the financial leaders of Wall Street.

When these men countenance such tremendous profits and such price manipulation, it seems to me to be proof that the leaders of concentrated industry have no faith in the future of America and are preparing for a depression which they feel confident is coming.

This must have been the meaning of the following sentence taken from the 1946 Annual Report of United States Steel Corporation:

"Good management seems to require that all reasonable action be taken in an attempt to improve United States Steel's earnings in times of high operations, so that it may have the financial means to maintain itself during periods when customers' demand for steel is small. . . ."

This puts the issue up to Congress. The steel industry, like other big industries, is being controlled and regimented by the masters of concentrated economic power.

It is a challenge to the Congress of the United States to act positively against inflation and to put an end to the constant drift toward monopolistic mergers by passing the bill which Congressman Estes Kefauver of Tennessee introduced in the House and which I have introduced in the Senate, amending the Clayton Act so as to enable the Federal Trade Commission to put an end to monopolistic combinations.

Rent control was the most successful of all OPA projects. Residential rents rose only 4 per cent from August, 1939, to the close of 1946.

Magazine Moving to Washington

September Issue to be Published in National Capital

THE general executive board, meeting in Miami, January 31 to February 13, voted to publish THE INTERNATIONAL TEAMSTER in Washington, D. C., starting with the September issue.

It has been published in Indianapolis for more than 40 years.

The minutes of the board meeting, starting in the March issue, are concluded in this issue.

The general executive board heard the matter of the jurisdictional dispute of Local No. 804 of New York City and Local No. 177 of Newark. It was regularly moved, seconded and unanimously voted by the board that unless the decision of June 27, 1947, is complied with within 30 days from receipt of a letter to be sent to Local No. 804 and Local No. 177, that the charter of Local No. 804 will be suspended. A registered letter dated February 6, 1948, was sent to both locals.

The jurisdictional dispute between Locals No. 478 and 37 of Newark was heard by the board. The decision of the joint council in this case was sustained and the board awarded jurisdiction over the men in this controversy to Local No. 37. Therefore, the appeal was not sustained.

The board expressed the desire of putting into effect the change made in the International constitution at the last convention in August, 1947, which was that a committee of three appointed by the general president or his assistant be set up and meet whenever necessary in some central point to go into jurisdictional disputes and trials. When a hearing is concluded before the committee, it shall make its report and recommendation to the general executive board for disposition of the appeal. This,

the board believed, is progress and will considerably expedite the work of the board. This procedure will be followed as soon as arrangements can be made.

The jurisdictional dispute between Locals No. 550 and 802 of New York and Locals No. 145, 443 and 677 of Connecticut was heard. The board refused to sustain the appeal coming from the New England Bakery Drivers' and Salesmen's Conference and, therefore, those in question by this decision will remain in Local No. 550, where they now hold membership.

It was suggested by the board that the parties in controversy hold conferences in an effort to reach an understanding. If after six months no agreement is reached, the board will appoint an arbitrator who shall make a decision within 30 days and this decision shall be final and binding on all parties involved.

The board heard a jurisdictional dispute between Local No. 680 of Newark, N. J., Local No. 676 of Camden, N. J., and Local No. 463 of Philadelphia. It was decided that at some time later a committee of three be appointed by the general president or his assistant for the purpose of going into this whole matter, holding hearings and making recommendations to the general president or the general executive board.

This action was deemed necessary in

order that we exercise proper care now that the laws are considerably changed and that we must fully know our ground on jurisdictional matters before making any extreme decisions. The committee will be appointed later.

The request of Harry Taylor for reinstatement in Local No. 557 of Baltimore was considered. It was decided that this case be laid on the table indefinitely.

In the appeals of William Page and Edward Saylor from the decision of Local No. 89 of Louisville some time ago, Thomas E. Flynn, executive assistant to the general president, stated that the cases had been settled in conferences and the appeals were withdrawn.

A pamphlet issued by the American Federation of Labor entitled "Labor's League for Political Education" advising the workers and their friends how to proceed legally and what they are expected to do was read before the board. We are publishing this pamphlet for the education of our members in an early issue. It was recommended by the board that all our members, especially the officers of our unions, carefully read the same.

On the matter of the International Brotherhood of Teamsters joining hands with the American Federation of Labor in its political program headed by the Labor League, it was decided that definite action on the matter be deferred to the next meeting of the board, in view of the fact that we did not have sufficient information on the whole subject.

It is, however, suggested that our local unions may use their own judgment in going along with central labor unions and state federations of labor until they receive further information or instructions from the general executive board.

The board considered the petition of

the Teamsters' National Bakery Conference for a conference charter in accordance with Article XV, Section 7, of the International constitution.

It was voted that this charter to cover said conferences be granted with certain restrictions regarding publicity which, of course, would be that the conference should confine itself exclusively to matters pertaining to its own jurisdiction and not interfere in any way with the policy of the International Union or with the constitution of the International.

The board believes that such conferences are necessary and can be helpful in certain branches of our trade whose employers we deal with all over the country.

Resolution No. 50, dealing with the jurisdiction of workers in the soft drink industry in the city of Newark was next considered. It was decided that the two jurisdictional cases as contained in Resolution No. 50 and Resolution No. 36 be sent back to the joint council and the local unions involved and until such time as they have exhausted their efforts through conferences in an attempt to settle said disputes, the board cannot have it properly before said body and, therefore, refrains from acting on the matter until the laws and procedure of the International Union have been observed.

Mr. Flynn reported that the appeal of John C. Frum from the decision of Local No. 554 and Joint Council No. 81 of Omaha had been settled and, therefore, the appeal withdrawn.

He also stated that the appeal of Local No. 957 from the decision of Joint Council No. 61 of Dayton had been settled and disposed of and the appeal withdrawn.

In the appeal of S. Thomas Drew from the decision of Local No. 153 of

Newark wherein Drew had been suspended for one year, Drew appealed to Joint Council No. 73. The joint council sustained the local union in its findings. This appeal was taken from the decision of the joint council by Drew. He was charged with violating the laws and rules of the organization and encouraging men to stop work in some industry where an organization outside the American Federation of Labor was having some trouble. The board dismissed the appeal.

A request for strike indorsement by Local No. 25 of Boston, approved by the joint council, involving 250 members employed in a certain warehouse was brought before the board. The indorsement was granted and strike benefits guaranteed because it was found that the local union had fully complied with the law. Since that time we have information that the strike was settled within a few days and an increase in wages was received.

An application was made for a conference charter or a district charter for the Central States Drivers' Council engaged in hauling and distributing over-the-road and local merchandise. The charter was granted with the usual specifications based on the laws of the International Union.

It was voted that a conference charter be granted to the Michigan State Conference of Local Unions subject to said conference submitting an outline setting up what they are doing and what they intend to do.

A similar motion was carried in regard to the Indiana Conference of Teamsters. Apparently what those unions are doing within the state is getting together once every six months or once a year and trying to form plans and mark out a certain policy so that each union can

be helpful to the other in case of trouble of any kind.

Attorney J. Albert Woll made several statements pertaining to the law and to cases in which our unions are involved. We also had in attendance his partner, A. G. Goldberg, a nephew of the late Joseph A. Padway. Woll and Goldberg are now in full charge of the law firm of the late Mr. Padway in Washington. Woll was formerly United States District Attorney in Chicago and had also been connected with the Department of Justice for many years.

The board then considered the appeal of Tripoli J. Collaro from the decision of the executive board of Local No. 170 of Worcester, Mass., and Joint Council No. 10 of Boston against Business Agent Chester G. Fitzpatrick. The board found Fitzpatrick not guilty of the charges preferred. It was unanimously voted that the finding of not guilty be sustained and the appeal denied.

The application of the Mid-West Area of Commission House Conference of Produce and Fresh Fruit, Vegetable and Frozen Food Industry for a charter was heard. It was decided unanimously that this application be laid on the table for further investigation.

It was also stated by the board that in view of the fact that this industry extended from coast to coast, it might be inadvisable to grant one particular district a charter which may involve the interest of all other points. The board also suggested that perhaps at some future date a national conference could be held.

An application for a charter for the Southern Conference of Teamsters, subject to the conditions required by the International office, was granted.

The appeal of Joseph Goldman from suspension of membership by Local No. 62 of St. Paul was next heard. After

hearing testimony of the parties involved, the board decided to sustain the appeal and order that the suspension be vacated and set aside and full membership be restored to Joseph Goldman.

The jurisdictional dispute between Local No. 120, general drivers, helpers and truck terminal employees, and Local No. 756, ice and coal drivers, of St. Paul was heard.

After listening to all parties involved, it was the decision of the board that the men in controversy be turned over by Local No. 120 to Local No. 756, as Local No. 756 had jurisdiction over this class of work, and that this be done as soon as possible.

In the jurisdictional dispute of Local No. 120 and Local No. 975 of St. Paul it was decided that this matter be referred to a committee of three for the purpose of investigating and making a report and recommendation to the board in accordance with the constitution of the International Union, Article XII, Section 13.

The board heard the appeal of A. E. McDonough from the decision of Joint Council No. 16 of New York refusing to overrule the executive board of Local No. 602, which issued a withdrawal card to A. E. McDonough against his wishes and afterwards refused to accept his dues on the grounds that he was not working at the craft of Local No. 602, milk wagon drivers and dairy employees.

It appeared that McDonough was for years one of the officers of the union. The nature of his work at this time was gone into by the board. All the evidence was given due consideration and it was decided that McDonough, now being employed by the Milk Drivers' Joint Board, is still working at the craft and that the union erred in forcing a with-

drawal card on him and in refusing to take his dues.

It was therefore ordered by the board that Local No. 602 reinstate McDonough into full membership and that his dues be accepted and that he be placed in good standing as though a withdrawal card had never been issued.

The board next dealt with the jurisdictional dispute between Local No. 602 and Local No. 757, ice cream drivers and employees of New York City. In this case the board awarded the jurisdiction of ice cream drivers to Local No. 757 and instructed Local No. 602 to transfer those men as soon as possible.

The board heard the jurisdictional dispute between Locals No. 843 and 153 of Newark. It was unanimously adopted that the general president appoint someone to go to Newark to look into this whole situation and endeavor to reach a mutual agreement and, failing to reach an agreement, that the general president render a decision which shall be final and binding on all parties.

The board heard the complaint on jurisdiction by Local No. 808, express drivers, chauffeurs and helpers of New York, and Local No. 459, railway express drivers and employees of Jersey City. The board decided that while we recognize the just claim of Local No. 808 against Local No. 459, to put the claim into effect immediately would perhaps cause the disintegration of Local No. 459.

The board believes that a meeting should be held between the representatives of the two local unions for the purpose of trying to find a way to reach an understanding, at least temporarily, until the serious troubles confronting labor are relieved or become more clear.

The board therefore decided that the claim of Local No. 808 is refused but may be considered at some later date

after a conference has been held as stated above.

The board further stated that as the Railway Express drivers in both New York City and Jersey City come under the same agreement and negotiate with the same people that the board may consider the amalgamation of the two local unions. The International Union would feel gratified to have such a recommendation come from the representatives of both unions.

The request for the creation of a petroleum and automotive division as set forth in Resolution No. 48, submitted to the convention, came before the board. It was decided that a national conference of this industry be called some time in the near future, under the direction of a representative from the general office.

The board believes this would be the wisest course to pursue instead of granting a conference charter to include the 12 midwest states as per the request.

The request of Local No. 804 for an indorsement of a campaign towards organizing warehousemen in New York City was next heard. The board unanimously decided that should Local No. 804 become involved in serious trouble in which they would need assistance that the International Union would give whatever financial support that could be given under the laws of the International Union.

It was regularly moved, seconded and carried that the amount of \$10,000 be contributed this year to the Free Trade Union Committee, representing the American Federation of Labor, which is doing such splendid work in Europe endeavoring to rehabilitate the free trade unions of Europe. The same amount was contributed last year.

Vice-President Beck informed the board that an application had been made

for a charter for miscellaneous warehousemen, drivers and helpers in the Los Angeles district. He requested further that the charter be placed in the hands of Organizer John M. Annand as director and supervisor with full power to handle the affairs of the local union.

The board concurred in the request and the charter has now been issued and Organizer Annand appointed supervisor of the affairs of the local union.

Edward Merkle, a representative of the Ransdall Printing Company of Washington, D. C., appeared before the board relative to a bid he had submitted for the publication of the official monthly magazine of the Teamsters, to begin next September.

After listening to Mr. Merkle, president of this company, and after going over the bids of other master printers, the board unanimously authorized President Tobin to enter into relationships and agreements with the Ransdall Printing Company towards the printing of the monthly magazine.

The board further instructed President Tobin to notify the present printer that he would publish the August issue of the journal and that General President Tobin was to make all necessary arrangements towards having the printing of our official publication done by the Washington printing house for many reasons.

This printing house now handles the American Federation of Labor publication, the Bricklayers' monthly journal, *The Locomotive Firemen and Engine-men* and several other labor publications.

It prints nothing for private corporations; its entire work is for labor unions. This concern also handled the printing of the Teamsters' convention proceed-

ings and the printing of the Teamsters' constitution.

The work was not only reasonable in expense, but very satisfactory, so the unanimous action of the board has authorized the printing of the monthly magazine and its mailing from Washington, D. C., beginning with the September issue.

It will be necessary for our people everywhere to help us in sending in the changes and the addresses of their members and any other information that will help us in this publication because the cost now of the monthly magazine is much greater than it was some years ago.

A report was made in the court case involving Local No. 802 of New York and certain actions taken. Albert Woll and Fred Tobin were ordered to meet Attorney Cohen and John O'Rourke on Monday, February 16, 1948, for consultation purposes.

President Tobin reported that in accordance with the action of the convention he appointed Vice-President Dave Beck as executive vice-president. He will be closely in touch, as he always has been, with the general president and will represent the general president and carry out his instructions and endeavor to relieve the general president of some of the burdensome work now coming to his attention because of the increased membership of the International.

Many other matters of great importance came before the board: discussions on the political situation, discussions on the world situation, discussions

on the high cost of living and innumerable other matters that we feel it is not necessary for us to report verbatim, but it is safe to say that it was one of the most strenuous and important sessions of the general executive board.

We regret to say that we had more than the ordinary number of cases of appeals and that we had an enormous number of jurisdictional disputes between our own local unions coming before the board which should be settled by the joint councils or by a board set up for that purpose.

However, the enormous amount of work proves the activities of our membership and the militant position and condition of our general organization.

It proves also that local representatives are on their toes every day and every week, but if we have brains enough, as we have demonstrated in recent years, to settle with our employers we should also be able to reach understandings amongst ourselves because the International Union has more than it can handle in trying to hold its own against the united enemies of labor as represented in many state legislatures and in Washington who are influenced now by the Manufacturers' Association and by other anti-labor institutions.

The general executive board adjourned on February 13, 1948, subject to the call of the general president.

Respectfully submitted,

DANIEL J. TOBIN,
General President.

VOTERS LOSING FAITH IN OLD POLITICAL PARTIES

Before Republicans cheer too loudly about that Wallace congressional victory in New York they had better figure out what it means. It means, among other things, that the voters are so fed up with the old parties that they wouldn't turn out to vote for them. They let the Wallace crowd win by default. The same thing, in varying degrees, is happening in other parts of the country. When the Republicans applaud such a condition, it reveals their appalling stupidity.

Don't be Needled into Strikes

SEVERAL instances have occurred recently in which employers have goaded a union to strike. The reason was that the employers believed they could win. In some cases they were right. They did win.

They won because the union had entered the strike without adequate preparation. The union responded to the needling of the employers and walked into the trap.

In those cases the employers had made thorough plans for the strike. They had analyzed the federal and state laws and knew exactly what they could do, and could not do, under those laws.

They had estimated the cost of the strike and had accumulated the funds necessary to open a propaganda attack on the union through newspapers and radio.

Then they provoked the union. The union struck in a fit of irritation and suddenly discovered that it was in a fight for its life.

A barrage of advertising appeared instantly to arouse public sentiment against the union. Lawyers were ready with legal proceedings for every infringement of the law.

In some strikes the union leaders apparently had not read the law and blundered into violations that brought harsh punishment.

The union suddenly discovered that it needed legal counsel, that it needed money for advertising and for strike benefits.

Then, in desperation, it turned to other unions for help. These other unions had troubles of their own, but they were forced to drop their own business and rush to the aid of the strikers or else let the strikers take a beating that would injure the entire labor movement.

In many cases sufficient help was not forthcoming fast enough to save the strikers.

The International Union stands ready to back up any of its local unions to the limit of the constitution, PROVIDED they consult with the International BEFORE they go on strike.

The International cannot be expected to pour thousands of dollars down rat holes to win unauthorized strikes.

The funds of the International come from the members of all local unions. They must be spent for the benefit of all the members.

They are being spent for the benefit of all members when financial help is given a union engaged in an authorized strike.

But the International cannot bear all the expenses of any strike. The local union must be prepared to spend its own funds, too.

Before a local union even requests strike sanction it should estimate the cost of the strike and have the money to finance it.

It should have legal advice and it should have an advertising program. These are the new weapons of modern strikes. Unions must learn to use them.

WEAR THE EMBLEM OF OUR ORGANIZATION

THE CUTS

SHOWN REPRESENT

Button, Watch Fob and Cuff Buttons

SOLD BY THE GENERAL OFFICE

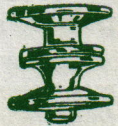


The prices are as follows:

Gold Plated Buttons (Sterling Silver)	\$.50 apiece
14-K Solid Gold Buttons	2.50 apiece
Cuff Buttons	1.00 a pair
Watch Charms	2.00 apiece

All Members should have a copy of the International Constitution and Laws. . . . Copies, 10 cents each

Order through your Local



All orders should be sent through the Secretary of the Local Union to

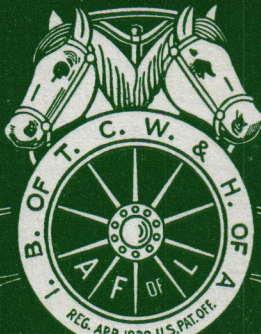
JOHN F. ENGLISH, General Secretary-Treasurer

222 EAST MICHIGAN STREET

INDIANAPOLIS 4, INDIANA

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AND HELPERS
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John F. English Gen'l Secy-Treasurer

THIS IS THE PROPERTY OF THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

This is the standard union service sign officially approved for all branches of the Teamsters' Union. Order them from the general secretary-treasurer. The signs are of metal, 7 by 11 inches in size. They cost 25 cents each.